

Table 2.10 Intercity Transit Services

Transit Service	Area Served
RoadRunner/Cottonwood Express	Sedona to Cottonwood, Clarkdale, Camp Verde
Greyhound	Winslow to Flagstaff
Amtrak	Williams to Flagstaff
Navajo Transit	Navajo Nation to (cities in) Utah, New Mexico, Arizona
Hopi-Senom Transit	Hopi Community (e.g., Kykotsmovi, Luepp) to Flagstaff
Mountain Line	Flagstaff and surrounding communities

## 2.6 AVIATION FACILITIES

Aviation facilities within the study area include primary and secondary airports that are part of the State aviation system plan and other facilities. Primary and secondary airports were identified from the *Arizona State Aviation Policies Plan*. The study area contains 38 aviation facilities; 15 are general aviation airports, 13 are community airports, and 10 are privately operated. Additionally, 23 are located within the Coconino-Yavapai Focus Area, one is within the New River Focus Area, and 14 are within the Navajo-Hopi Focus Area. The facilities are depicted on Figures 2-11a, 2-11b, and 2-11c and are described by Focus Area.

### Coconino-Yavapai Focus Area

The Coconino-Yavapai Focus Area contains 10 primary airports, four secondary airports and nine other airports (Figure 2-11a). Aviation facilities within the Focus Area are listed below.

#### Primary Aviation Facilities

Airport	County	Airport Type	Ownership
Bagdad Airport	Yavapai	general aviation	Yavapai County
Cottonwood Airport	Yavapai	general aviation	City of Cottonwood
Ernest A Love Field	Yavapai	commercial service, general aviation	City of Prescott
Flagstaff-Pulliam Airport	Coconino	commercial service, general aviation	City of Flagstaff
Grand Canyon National Park Airport	Coconino	tours, charters, commercial aviation	State of Arizona
HA Clark Memorial Field	Coconino	general aviation	City of Williams
Page Municipal Airport	Coconino	commercial service, general aviation	City of Page
Sedona Airport	Yavapai	commercial service	Yavapai County
Tuba City Airport	Coconino	general aviation	Navajo Nation
Valle Airport	Coconino	general aviation	Grand Canyon Valle Corporation
Source: ADOT 2002			

### Secondary Aviation Facilities

Airport	County	Airport Type	Ownership
Grand Canyon Caverns Airport	Coconino	general aviation	Private
Hualapai Airport	Coconino	general aviation	Hualapai Tribe
Marble Canyon Airport	Coconino	general aviation	Private
Seligman Airport	Yavapai	general aviation	Yavapai County
Source: ADOT 2002			

### Other Aviation Facilities

Airport	County	Airport Type	Ownership
183 Mile Heliport	Coconino	Private use	Hualapai Tribe
Coyote Run Gliderport	Yavapai	Private use	Private
Flagstaff Mall Heliport	Coconino	Private use	Private
Flagstaff Medical Center East	Coconino	private medical use	Private
Lava Falls Heliport	Coconino	Private use	Hualapai Tribe
Madison Aviation Airport	Coconino	Private use	Private
Montezuma Airport	Yavapai	Private use	Private
Sedona Medical Campus	Yavapai	private medical use	Private
Versatile Airport	Yavapai	Private use	Private
Source: ADOT 2002			

### Navajo-Hopi Focus Area

The Navajo-Hopi Focus Area contains five primary aviation facilities and nine secondary aviation facilities (Figure 2-12b). Primary and secondary aviation facilities within the Focus Area are listed below.

### Primary Aviation Facilities

Airport	County	Airport Type	Ownership
Chinle Municipal Airport	Apache	general aviation	Navajo Nation
Holbrook Municipal Airport	Navajo	general aviation	City of Holbrook
Kayenta Airport	Navajo	general aviation	Navajo Nation
Window Rock Airport	Apache	general aviation	Navajo Nation
Winslow-Lindberg Regional Airport	Navajo	commercial service, general aviation, military service	City of Winslow
Source: ADOT 2002			

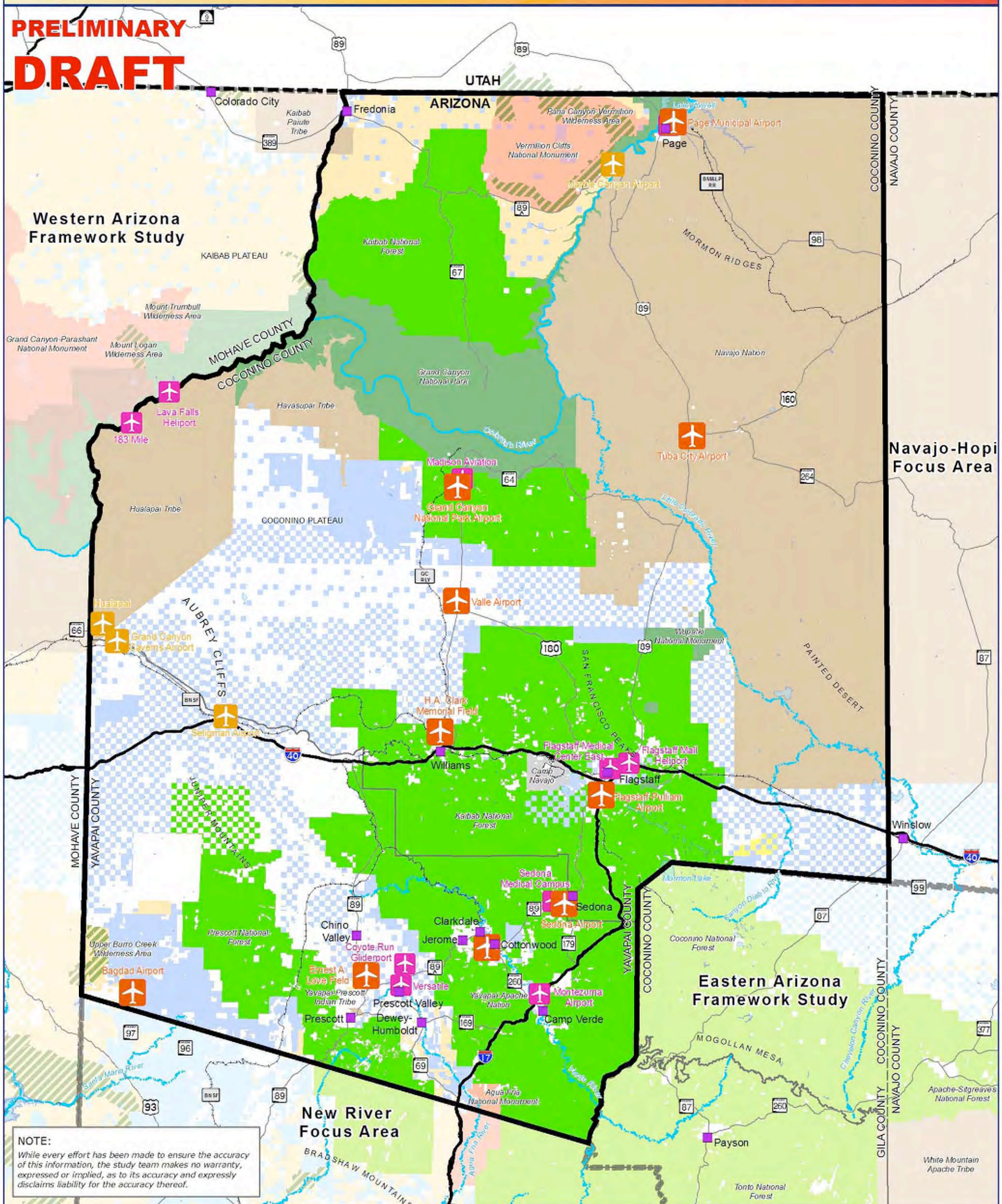
### Secondary Aviation Facilities

Airport	County	Airport Type	Ownership
Chinle Airport	Apache	general aviation	Navajo Nation
Ganado Airport	Apache	Closed	Navajo Nation
Lukachukai Airport	Apache	private use	Navajo Nation
Pine Springs Airport	Apache	private use	Navajo Nation

Airport	County	Airport Type	Ownership
Pinon Airport	Navajo	private use	Navajo Nation
Polacca Airport	Navajo	general aviation	Hopi Tribe
Rock Point Airport	Navajo	private use	Navajo Nation
Rocky Ridge Airport	Navajo	private use	Navajo Nation
Shonto Airport	Navajo	private use	Navajo Nation
Source: ADOT 2002			



**PRELIMINARY  
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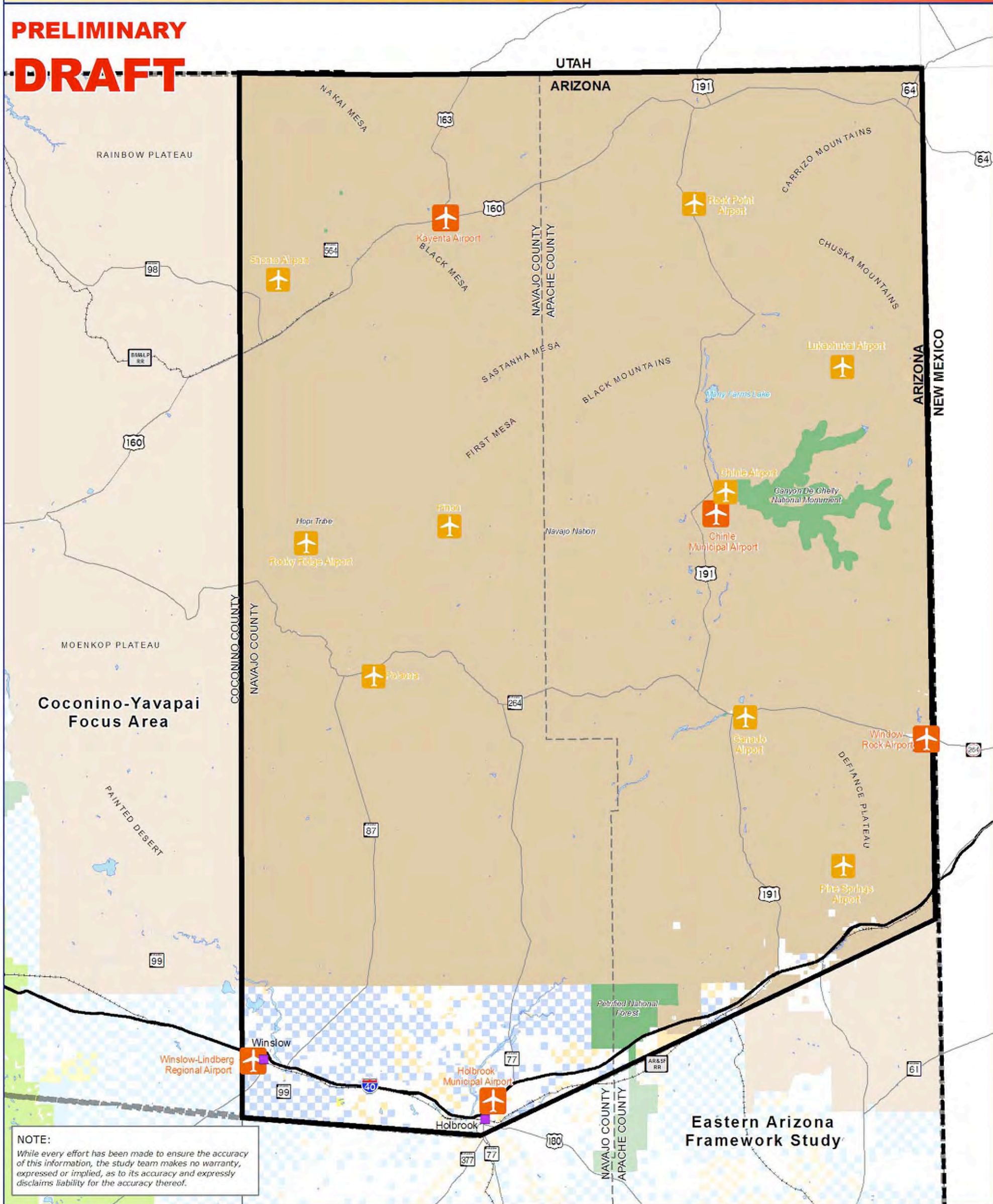


**Figure 2-11a Aviation Facilities**





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**Figure 2-11b Aviation Facilities**







# Regional Framework Study: Northern Arizona, New River Focus Area

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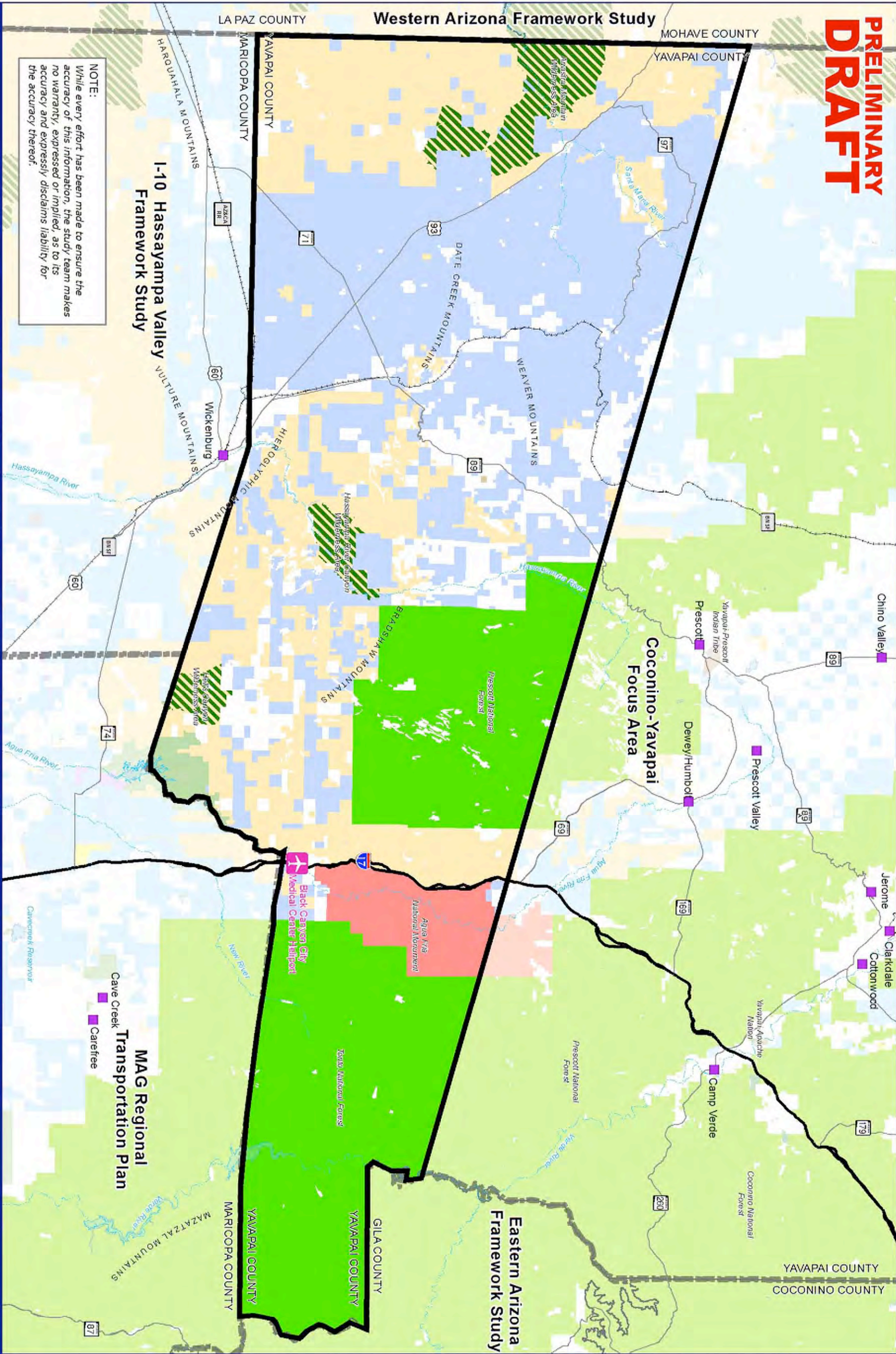
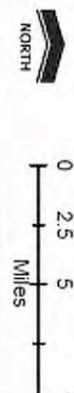


Figure 2-11c  
Aviation Facilities

Legend

- City/Town
- Interstate
- Highway
- Railroad
- River
- Lake
- County Boundary
- Framework Study Boundary
- Focus Area Boundary
- Wilderness Area
- National Monument
- Land Ownership
  - BLM
  - Bureau of Reclamation
  - Tribal Community
  - Local or State Parks
  - US Forest Service
  - Private
  - State Trust Land
- Aviation Facilities
  - Other Airport/Heliport\*

NOTE:  
\* This category of airport/heliport is not included in the Arizona State Aviation System Plan 2002





## New River Focus Area

The New River Focus Area contains one privately operated aviation facility (Figure 2-12c). The privately-owned Black Canyon City Medical Center Heliport is located in Yavapai County, and is used for private medical use. The New River Focus Area does not have any primary or secondary aviation facilities.

## 2.7 RAIL FREIGHT INFRASTRUCTURE AND SERVICES

There is one Class 1 railroad, two short line railroads, two industrial railroads, two tourist railroads and eight abandoned railroads in the Northern Arizona study region.

### Class 1 Railroads

As the only Class 1 railroad in the Northern Arizona region, the BNSF Railway owns and operates the transcontinental (Transcon) main line and the Phoenix Subdivision line. The double-tracked Transcon line is an FRA Class 5 railroad that parallels I-40 through the communities of Sanders, Holbrook, Winslow, Flagstaff, Williams and Seligman. The track structure consists of 136 lb. continuous welded rail within a 200-foot wide r/w that accommodates a maximum operating speed of 90 MPH for passenger service and 70 MPH for freight service. Trains are controlled by a centralized traffic control system where a remote dispatcher controls switch movements and the clearing of signals.

The Transcon line currently carries approximately 120 trains a day, which equates to an average of one train every 12 minutes. More than 90% of its traffic is classified as Intermodal, which refers to the movement of containers double-stacked on railcars. Generally, eastbound trains transport merchandise from Asia, while empty westbound trains return to coastal ports. The Transcon mainline also carries the Amtrak *Southwest Chief* intercity passenger rail service.

The BNSF also owns and operates the single-tracked Phoenix Subdivision line, which is a FRA Class 3 railroad that connects the Transcon mainline (at Williams Junction) with Phoenix. In 1994, a short section of the mainline near Skull Valley (MP 66.2/80.6) was doubled tracked with signaled switches. The track structure consists mainly of 131 and 136 lb. continuous welded rail, but it does have a few areas that utilize jointed rail and lower weight rail. The line has a typical r/w width of 200-feet and can accommodate a maximum operating speed of 49 MPH for freight service. The line has no wayside track signals (typically referred as “dark territory”) where operations are controlled by oral and/or written instructions issued by a remote dispatcher. Approximately 20 trains per day (10 in each direction) utilize the Phoenix Subdivision.

### Short Line Railroads

The single-tracked Black Mesa & Lake Powell Railroad is an FRA Class 3 railroad that hauls coal from the Black Mesa Mines near Kayenta to the Navajo Generating Station near Page. The single-purpose, 78-mile railroad is isolated and is not connected with any other railroad system. A 6,000-foot siding was constructed at the railroad’s midway point to permit the passing of trains. The track structure utilizes 115 to 119 lb. continuous welded rail and can accommodate a maximum operating speed of 40 MPH. The railroad maintains a fleet of six electric locomotives that are powered by electricity generated by the SRP Navajo Generating